

THE CALEDONIAN.



Here shall the People's rights maintain,
Unswerving, and undimmed by gain—
Here patriot Truth her glorious precepts draw,
Pledged to Religion, Liberty, and Law.

ST. JOHNSBURY,
SATURDAY, FEBRUARY 28, 1846

“Rail Roads will hurt the Farmers.”—It is sometimes alleged, yet by persons, we believe, but very little informed in regard to their effect. How they can hurt farmers is a wonder, and we should like to know; but how they benefit the farmer, in many ways, is easily shown. Perhaps these objectors to Rail Roads on account of the imaginary or real injury they may have had upon farmers living in the immediate vicinity of the large markets, have heard the sad stories of these men, who, by their proximity to market, have monopolized it, and received large profits upon their productions. Rail Roads, we confess, bring into competition with these farmers, the farmer one and two hundred miles distant. We see no injury to farmers in this, but on the contrary, it tends to equality, and also to equalize the value of the soil—making that more distant, and reached by a Rail Road, of a nearer value to that located in the vicinity of the market. This is the last thing the farmer in the country has to complain of, and we reckon that those who understand the matter do not complain very loudly.

A week or two since there was a large quantity of fat oxen at the Brighton market, and they sold for about \$7 per hundred. These cattle were not driven there, but were carried from Albany upon the Western Rail Road. They were fat when they started and fat when they arrived. The shrinkage and most of the expense of driving were saved to the owner, and the cattle being in good condition sold for a better price.

So it may be with fat cattle from this section, when a Rail Road shall be opened, and \$10 \$15 and \$20 be saved to the seller upon each ox of such cattle. The market for such is the best in the winter, but those living in the vicinity, & such as have access to it by Rail Road, reap the benefit of it. Our farmers now cannot get their cattle there in the winter, fat, while others do.

We should like to see the objector to Rail Roads figure out his case, and show how much the farmers of Northern Vermont will be likely to lose upon their cattle trade by the opening of a Rail Road to Brighton or its vicinity. Come on and let us see the figures.

The Other Branch of the Polk Party.

The doctrine of the “more of a Tariff” man than Mr. Clay” are received in high favor across the big waters. Really, from the manner in which Mr. Polk’s Tariff opinions, together with those of his Secretary, are received by the British Government we should be led to conclude that he had sold out entirely to her Majesty, Queen Victoria.

Wilmer & Smith’s European Times, of Feb. 4, and which came to hand by the Cambria, notices as follows Mr. Polk’s Secretary’s Report in favor of destroying the Whig Tariff of 1842:

“The new policy of the United States, as indicated in the report of the American Secretary of State, has commanded much attention in the British Parliament. Sir Robert Peel spoke highly of the report in the great speech in which he introduced the new Tariff; and, subsequently, at the request of Montague, the Government consented to reprint the document, and place it on the tables of both Houses of Parliament—an honor which was probably never awarded to any similar document before. All the facts prove the desire which the British Government has to make our future relations with the United States as amicable and businesslike as possible.”

THE SMALL POX. This disease is spreading in various sections of the country, and is exciting some alarm. Though it has not appeared in our immediate vicinity—the nearest cases we have heard of being at Haverhill, N. H., and Corinth in this State—it will be safe to make use of precautionary measures to prevent its spread, should it appear. Its spread can very easily be prevented—vaccination will do this, and it should be resorted to.

Dr. Smith, of Washington City, has published a letter in the Intelligencer, in relation to the disease & the remedy. He says, that a person who has been perfectly vaccinated will never take the small pox; but to make the matter certain, vaccination may be tried a second time. He also says vaccine matter should be taken only from persons perfectly healthy, and not till fifteen days after vaccination.

The disease is prevailing in some of our cities, and in some towns on the great thoroughfares to these cities, and it would be somewhat remarkable if it should not be brought into our midst by travellers and persons returning from market.

Persons, we understand, can be vaccinated in this place with good “vaccine matter.”

ALL RIGHT AGAIN. The interruption for a few days of the progress of the work on the Northern Rail Road near Concord, in consequence of some disagreement about land, ceased a week ago or more. The matter has been adjusted and the work is going ahead with new vigor.

Connecticut and Passumpsic Rivers Rail Road.

MR. CHADWICK:—Sir—In my communications on this subject, I mean to address a people scattered over an extent, throughout this fertile valley, of not less than 50 miles in width by 100 miles in length, or 5000 square miles—a people, bound together by the strong ties of origin and interest—than whom a more hardy, virtuous, intelligent and energetic do not exist. And I very much doubt whether there be a spot of earth which holds forth greater inducements to the capitalist and settler—where there is greater promise of long life, or where enterprise and industry could in so short a time convert poverty and embarrassment into competency and ease. It might seem therefore, supererogation in me to address such a people, especially on a subject so clearly of vital importance to their interests—a people too, who have always shown themselves ready for the performance of any good work in any emergency. But men are so constituted every where, that they need “line upon line, precept upon precept.” They need information and something continually to stimulate and encourage to action. It would seem that the grand enterprise in which we are engaged should be sufficient of itself for all this, and were it not that there is always more or less opposition to any and every great good, I would desist and say no more, but even now, a man at my elbow says, “A Rail Road, would be of no use to us in this country, in fact it would be of inestimable injury to the whole, as it would oppress the poor, favor the rich and build up dangerous monopolies.”—I replied, if a reason were required, he had given the strongest possible one for the entire contrary effect, for the poor man whose days are his capital, and as dear to him as that of the millionaire, would not then, as now, be obliged to spend half of his time in begging for labor, and the other half in laboring for “stay-tape and buckram” at double its value. No, his whole time would command the money at a fair price, and his money from the competition consequent upon the life-giving elements of rail-way operations, would be worth as much as the rich man’s money. And the farmer would not then as now, with “strong crying and tears,” be obliged to beg off his surplus bushel of produce at a measure pressed down and running over, and at a price set entirely by the merchant, but the same competition would give him the cash at a remunerating price.

I would ask my man, and if there be another of the same calibre in our whole valley, I would ask them what they mean by “monopoly.” If it be the sordid wretch who revels upon the necessities, the life-blood of the poor—hoards up his treasures—starves himself and family—withholds his hand from charity—and whose heart is callous and insensible to all the calls and wants of society, I agree with them; but they cannot mean this kind, for such are the legitimate offspring of our present isolated condition & want of facilities to market, but thank God, through his kind providence, by dint of the perseverance and industry of our people, these are few and far between, and are crying out in view of our prospects “great is Diana of the Ephesians”—for “their craft is in danger.” These men take no stock in our rail-road; they do nothing for the good of mankind.

In fact, they are a clog to all improvements and a pest to themselves and all good society. But if by “monopoly,” is meant the thousands scattered throughout the length and breadth of our land, whose wealth, acquired by superior sagacity and honesty, cannot be counted—every dollar of which is in circulation—giving profitable employment to hundreds of thousands in all the noble enterprises of the day—men upon whose virtues we can dwell with honest exultation—the founders of our race and of all that is great and good among us—I cannot agree with them, for such are the men who must take the lead—they have the means and they have minds and hearts commensurate with great undertakings—they withhold not the wages of the labor—they make themselves rich and enrich the world. Such are our patrons—we may and must depend upon them. But enough of this now. I was provoked to this digression from my intention to say something of the particular benefits of a rail-way communication through our pleasant valley. In addition to the fertility of our soil our valley abounds in rich iron ore, lime, granite, lumber beyond estimation, and water-powers unequalled. A rail-road would bring all these into life, requisition and profit, none dead, comparatively, for want of a market. We can barely live as we have done, but the saving of freight on our present surplus productions by rail-way, would soon make us rich, and to speak of our extra productions carried by this mode of conveyance, I cannot now begin. We have no experience of course; our data must be gathered in all respects from the experience of others, and what is realized in other places must be realized here. In N. York, it is ascertained that the cost of transportation on the best common roads, is at least 25 cents a ton per mile, and on rail roads and canals 2 cents per mile, saving 23 cts. per ton, per mile; that there are annually transported in that state, of agricultural products alone, an average distance of 120 miles 300,000 tons on their rail-roads and canals, thus saving to the people annually on this amount of freight the sum of \$8,280,000; besides, the indirect and incidental benefits to the agricultural class are numerous, but not easily estimated, such as the saving in transportation of merchandise and manufactures required for the use of the farmer as well as the saving of time and expense in travelling. Besides all these, and innumerable other direct pecuniary advantages—rail-roads unite more closely together cities and towns—bring into more intimate communion the dwellers in the crowded street, the peaceful village and lone highway—they break down barriers of thought, habit and sentiment, which separate the inhabitants of cities and country. They are a chain which binds together the whole people, constitutes community of character and sentiment as well as pecuniary interest—a social chain.

tion. Congress should legislate for the labor, and the capital will take care of itself. I will give you an example of the rate of wages under low duties, and under the Tariff of 1842. In 1841 and 1842, the depression in all kinds of business became so oppressive, that many of the manufacturing establishments in New England were closed, the operatives dismissed, the mechanical trades were still, and every resource for the laboring man seemed dried up.

In the City of Lowell, where there are more than thirty large Cotton Mills, from six to sixteen thousand spindles each, it was gravely considered by the proprietors whether the Mills should be stopped. It was concluded to reduce the wages; this was done several times, until the reduction brought down the wages from about \$2.00 to \$1.50 per week, exclusive of board; this operation took place upon between 7 and 8000 females; the mills ran on; no sales were made of the goods; the South and West had neither credit nor money, and finally, it was determined to hold out till Congress should act upon the Tariff. The Bill passed, and of course the mills were kept running, which would not have been the case, if the Act had been rejected; and now the average wages paid at Lowell—taking same number of females for the same service—is \$2.00 per week, exclusive of board. Yet Mr. Walker says labor has fallen.

Where are the wages for labor, Task, lower than they were in 1842? Who is to be benefited by the adoption of a system that gives up every thing, and gives no reasonable promise of anything?

I have succeeded, I trust, in showing that there is no probability of our exports increasing, in consequence of a reduction of the Tariff, and that the products of the Western States find the best market among the manufacturers at home.

I have never advocated a protective tariff for my own or the New England States exclusively, nor have those gentlemen with whom I have been associated in this cause, at any time, entertained a narrow or sectional view of the question. We have believed it to be for the interest of the whole country, that its labor should be protected, and so far as I have had to do with the adjustment of those difficult combinations embraced in a Tariff bill, I have endeavored to take care that the interest of all the States were protected, whether they were large or small. I say now to you, and it should be said in Congress and to the country, that Massachusetts asks no exclusive legislation. If Pennsylvania, New York and Ohio, the three great States, with Kentucky, Georgia, Missouri, Alabama and Louisiana, wish to try an experiment on iron, coal, hemp, cotton bagging, sugar, &c. &c., I am ready, as one citizen of Massachusetts, to meet it, and await in patient submission the result, which I doubt not will be found within eighteen months, in the realization of all I have predicted. I say again, I would not, if I could, have a tariff made for Massachusetts alone. If, however, there should be a new one, let our interests, with those of every other in the Union, share that protection to which we are all entitled, and of which we claim our full share. I can with confidence assure you, that we shall go upward and onward. We will work. If 12 hours’ labor in the 24 will not sustain us, we can, and will work 14; and at the same time feel that Congress cannot take the sinews from our arms, or rob us of the intelligence acquired from our system of public schools, established by the forethought and wisdom of our fathers.

It has often been said here by us, who advocate protection to American labor, that in wearing British cottons, woollens &c. &c., we were consuming British wealth, beef, pork, I am happy to find authority of the highest respectability for this opinion, in the person of one of the most eminent merchants, as well as one of the best and most honorable men in England, Mr. William Brown, of Liverpool—late the Free Trade candidate for Parliament, from the county of Lancaster.—In a letter to John Rolfe, Esq., a landholder, upon the advantages of Free Trade, he says: “You next allude to the League wishing to injure you. I presume it will not be denied, that all interests in the Kingdom are so linked together, that none of them can suffer without the others being injured. We must sink or swim together! Paradoxical as it may appear, I think Great Britain is the largest grain exporting country in the world, although it is impossible to estimate accurately what quantity of grain &c., is consumed in preparing £55,000,000 value of exports, by which you are so greatly benefited. It is placed in the laboratory of that wonderful intellectual machine, Man, which gives him the physical power, aided by a steam, of converting it into broad cloth, calico, hard-wear, &c. &c., and, in these shapes, your wheat finds a way to every country in the world.”

I thank Mr. Brown for the clear statement he has presented, of the importance of a home market, and commend this extract from his letter, to the consideration of every farmer in the United States; it is perfectly sound, applies with particular force to our present condition. To place the people in a condition of permanent and solid prosperity, you must encourage home industry, by obtaining the greatest amount of production; this can only be obtained by diversifying labor, which will bring with it high wages; and unless the labor is well paid, our Country cannot prosper. Agriculture, the foundation of all wealth, depends on production, and a market for those products. The encouragement of agriculture, in the establishment of manufactures, which if maintained, will be certain to secure a market.

I ask the farmer to look for a moment to the following statement. American flour in Cuba pays a duty of about \$10 per barrel; in Rio Janeiro \$5 to \$6, and in many other ports the duties vary from 50 to 150 per cent; in return, we take coffee, most of which we pay for in coin, free of duty—and this is Free Trade. We have, too, treaties of reciprocity with foreign countries; and among others, Great Britain, (not including her Colonies, by which her ships are admitted into our ports on the same terms as our own; they come freighted with her minerals and manufactures, which are sold here, and take in return a variety of articles, the produce of the United States; such as timber, lumber, fish, &c., touch at New Brunswick or some other colony, and go home free of duty. We have too, triangular voyages, made from England to Jamaica, and other British islands with cargoes, and thence to the Southern States, where they load with cotton, tobacco, and other produce, for England; this too, is called free trade. I will not pursue this branch of the subject, but give you a fact. Not long since, the Foreign carrying trade was nearly all in our own hands; now the reciprocity system, not including the colonies of foreign nations, gives to foreigners more than one third of all the carrying trade of the United States! I cannot believe the time is far distant when the Government

of the United States will protect, as it ought, the foreign navigating interest of this great country. If we would have American seamen to man our Navy, the mercantile marine must be protected in the carrying of our own productions. One more fact, and I will close these long, and I fear you will think, desultory remarks. Some years since, a few bales of coarse cottons were sent from this country to Hindostan, as a commercial experiment; the superiority of the fabric, and the material out of which it was made, gradually brought the goods into notice and use in that country, and the annual exportation from the United States increased from a few bales up to 3 and 4000 per annum. The British manufacturers were much annoyed at this interference, and it is presumed that it was through their influence that the East India Company (the Government of that country) have repeatedly augmented the discriminating duty on these goods, (which are called drillings), for the purpose of protecting their own manufactures against those of the United States; prior to 1836, the duty was five per cent, in favor of British goods; in that year it was increased to 8 1/2 per cent; a few years after augmented to 10 1/2 per cent, and even this rate of differential duty proved insufficient to keep out the Americans, who drove a profitable trade, notwithstanding the great difference against them.

And now, within a few months, the East India Company have been compelled again to increase the discriminating duty to 15 per cent, in order to exclude our goods altogether, and this difference will, without doubt, accomplish the object. These facts are deserving of a passing remark, as illustrative of the energies and resources of the United States. As late as the declaration of the last war in 1812, this country imported almost all its coarse cotton fabrics from Hindostan, whence they came literally by ship loads, and were paid almost altogether for in coin. No country seemed to be more abundant in means necessary to supply such goods cheaply, than Hindostan; its soil furnished an abundance of cotton, which, though not of an equal quality of that of the United States, was much less in price, and labor was cheaper than in any other country in the world. Cotton spinning machinery was available through the medium of British capital, and the manufacturers received a protection of 10 1/2 per cent, against foreign interference. No country seemed more secure from foreign competition in these goods than Hindostan, and least of all, was there fear of competition from the U. States; a country 15,000 miles distant, where a day’s labor will earn about twenty-five pounds of good rice, whilst in Hindostan it obtains less than 10 pounds of very inferior rice. But the American planter furnished a better raw cotton; the manufacturer, a better and cheaper fabric; the ship owner, a speedy and cheaper conveyance. Their united efforts drove the British manufacturer of those coarse goods from the largest British Colonial market, and which the Americans would be in possession of now, but for the interposition of the East India Company, with another protective duty to sustain their manufactures. I have no fault to find with the course pursued by the British, in these regulations. I have introduced these facts, to exhibit to you the transcendent folly of attempting a system of low duties and free trade, where it is all on one side. I have not yet known the British Government to reduce the duties to a point that has reached a single important interest. Their free trade and low duties never apply to any article that seriously competes with their own labor, nor are they likely to adopt such measures. The Free Trade of the political economists of Great Britain, is a transcendental philosophy, which is not likely to be adopted by any government on the face of the globe, unless it be the Chinese, and we have already the earnest of the effect of low duties on the internal condition of that country. The trade of that empire is fast approaching to barter; the precious metals having been drained to pay for the foreign products introduced into it.

ABBOTT LAWRENCE.

To the Hon. WILLIAM C. RIVES.

“SEEKING THE BUBBLE REPUTATION EVEN IN THE CANNON’S MOUTH.” There is such avidity for rumors from Washington, that we venture to copy the following anecdote from a letter received from there yesterday, although we think it perhaps as apocryphal as the stories that the Oregon question has been settled: An attaché to one of the Departments was following the lead of Mr. Allen, Mr. Cass, and others, by boasting of our superiority to England in military prowess, and the probability of vanquishing her in the case of war. One of the Company ridiculed his vaunting and said, “Why, as for yourself, G. you would not dare to say boo to a goose.” “I don’t know as to that,” was the reply, “but I went up to the Secretary of State to-day and said Bu-chanan!”—Boston Advertiser.

THE STORM AND THE MAILS. The storm of a few hours duration, on Friday afternoon last, had the effect to obstruct the Railroads diverging from this city, and derange the mails, more than the great storm on Sunday, the 15th inst. The roads were so completely blocked up that the trains, both ways, of that afternoon, due in the evening at their respective points of destination, did not get through until the next morning. On Saturday morning the Roads were generally cleared, and in the afternoon the trains passed over them with their accustomed regularity.—Boston Atlas.

TARIFF FEELING IN OHIO. At a Whig convention recently in Muskingum Co., Ohio the following resolution was passed:

Resolved, That when the United States shall reciprocate the repeal of the Corn Laws of England, by an abandonment of a Tariff for protection, we exchange a substance for a shadow; for all experience has shown that provisions have been, and can forever be produced at a cheaper rate by the penny a day, and poorly fed labor of Europe, than by the well paid and well fed producer of the United States.

Albert J. Tirrell was arraigned before the Supreme Judicial Court, in Boston on Monday last, on two capital indictments,—one charging him with the murder of Maria Bickford, and the other with setting fire to the house in which she lived at the time. To both these indictments, he plead not guilty. The fourth Tuesday in March, was set apart for his trial. Messrs. Choate and A. Merrill Counsel for the defence.

The cowhiding fever is spreading. A lady in Richmond cow-skinned another lady—and a colored gentleman cowhided another colored gentleman, in the same city.

Tasso’s Wish. Tasso being told that he had an opportunity of taking advantage of a very bitter enemy, said, “I wish not to plunder him; but there are things which I wish to take from him—not his honor, his wealth, nor his life, but his ill will.”

All the refinements and elegancies of the city are diffused as well as their experience and enterprise. The merchant and farmer more appreciate and more respect each others callings and exertions.

Now this is too bad, that I must again leave my original and favorite object to repel the queries, doubts and fears of a bystander (for I write in a public room, as all will judge.) He says: “I don’t know about paying my share in the stock of our rail-road. I am afraid our road will never start at all, and we shall lose what we pay, or if it starts, it will never come further than Wells River or St. Johnsbury.” I had confidently hoped never to hear such an expression from one of our ranks—and I must flatly say, there is no more reason in it, than for a man to refuse to sow for fear he should not reap. The cases are synonymous. “If a man sow he shall reap,” so in our case. The pivot on which our great enterprise must turn is “faith and works”—in other words the prompt payment of our stock with our shoulder to the wheel, with a firm belief in its final success. Only a small portion of the expense is required of us. Every thing is favorable to our interests, East, West, North & South. Letters from our friends & patrons South frequently received, make “sure doubly sure.” They look more minutely into the subjects, if possible, than we do ourselves. They have determined on a rigid course of economy in the expenditure of our money, and to prosecute the work to its consummation with the least possible delay. From recent letters, from the most reliable sources, we are assured that a charter will be granted by the N. Hampshire Legislature to connect our road with the Northern at Canaan in that state. This done and the \$800,000 now raising by our company will build our road to St. Johnsbury, and we have always had the same assurances from our friends abroad, that it should be built to Derby Line, as that it should start at all. Why not then take courage. For one I will spend the last “shot in the locker,” and then, if by any possibility, I shall have hoped and labored in vain, I will spend the remainder of my days in advising and aiding my neighbors to leave our devoted valley for some more favored spot, and if possible, take the last plank of the sinking wreck and save myself.

A STOCKHOLDER.

Derby, 24 Feb., 1846.

“The Caledonian begs leave to say to the Belknap Gazette, in answer to its several allusions touching the straight forward and open-handed manner in which it advocates the construction of the Connecticut and Passumpsic Rivers Rail Road, that such a course is deemed to be the true course to secure ultimate success, not only in an enterprise like this, but in all enterprises worthy the attention of men, and that all the friends of our enterprise, on all occasions—public or private—where we have been, have frankly told what they intended to do and what they had done—leaving “diplomacy” to be “practised” by such as are compelled to resort to such means to accomplish their ends. The Gazette seems determined to make a target out of something that somebody may have something to shoot at. We will also assure the Gazette that the import of its allusions is well understood and appreciated by us.

Our advice to the Gazette is, that if it sees any thing in the frank and open course of the friends of the C & P. R. R. worthy of commendation, it would show its deference to the high principle of honest dealing by urging the same principles of action upon the friends of all similar enterprises.

The friends of our Road will not go out of their way to “blow up” or quarrel with the advocates of other Roads, and we do not see cause for any body to interfere with or to try to interpose obstacles in the way of their progress.

“The Tribune and several other N. York and Philadelphia papers undertook to obtain the news by the Cambria by an Express from Halifax, through the Bay of Fundy, and from Portland by Rail Road. The Cambria, however, stopped but two hours at H., and pushed on to Boston, and the express from there reached N. York two hours before that of the Tribune. But for the ice in the Bay and the deep snows the Tribune would have gone ahead in the matter, though the Cambria tarried at Halifax some three hours short of the usual time, and put on all steam to Boston to head the Express, but the Express reached Boston in 1 1/2 hours before she did. The proprietors of the Express paid \$1,800 for a Steamboat through the Bay of Fundy, and the whole route cost, probably, some \$4,000.

“The Watchman, in speaking of the position into which the recent correspondence between our Government and Great Britain has placed the Oregon Question, and the project which all the rumors declare to be true, of settling it by sacrificing protection to our industry, remarks: “If this iniquitous project shall succeed, then the country will hold the administration responsible for unnecessarily sacrificing the cause of protection. Aye, unnecessarily, entirely so. We point to the unqualified offer of Great Britain to settle the whole by arbitration.—Remember it, ye people: and if the day shall come when your rights are sacrificed to appease what the locofoco party have so long stigmatized as the grasping and unfounded claims of Great Britain—charge the crime home to locofocoism. But what if this project shall not succeed? What if two thirds of the Senate cannot be forced to such a bargain? Why, then, Polk has rejected a fair proposal of arbitration, and there will be no course left but for him to back out from his position, or rush into war.

This correspondence, it should be remembered, was sent to Congress just previous to the vote of the House on the resolution of notice; it renders a peaceful decision of the question next to impossible, except it is by sacrificing the Tariff to the British. Under these circumstances, many members voted against the notice, who are nevertheless as zealous

for all our rights in Oregon and would as firmly repel every aggression from Great Britain, as the more noisy advocates of action from Vermont.”

MEETINGS. The Orleans County Agricultural Society met at Coventry Falls on the 5th of March, at 10 o’clock, A. M.—to elect officers and to award premiums on Field Crops at Barton the same day—Tuesday, March 6, at 10 A. M.

The Superintendent of Common Schools for Orleans County will give a Lecture at the Court House at Irasburgh on the evening of Wednesday, March 6.

MARVELLOUS! The Freeman is out upon Mr. Dillingham and accusing him of misrepresenting his constituents in going for Texas and the measures of the slave party in general! Not so. He represents the voice of its constituents as expressed in his election. Certainly it is, however, that a majority of votes were given against him upon two trials—but—lest he should fall on the last, many hundreds of the “Liberty party” voted for him or did not take pains to vote for an opponent of annexation—and one of the leaders of the 3d party whom the Freeman has since supported for office went about and teased his friends to vote for Mr. Dillingham, as we have been misinformed by one of the party who, thus influenced, did vote for Mr. D.

True also, it is, that the 3d party could have aided the Whigs to elect Chandler—who has been long and well known as an anti-slavery man—but they chose to elect Dillingham, wedded to Polk and his party schemes—Texas as Annexation and slavery-perpetuation being among the most prominent.

Indeed, the party acted just about the size as it did in N. York in the Presidential election—the card in both instances was played by the 3d party leaders, the way, and the only way, by which measures and principles directly the opposite to those they profess to believe in when they are about lecturing and carrying out their “dollar plans” were promoted and consummated.—in N. York, Polk and Texas were elected—in our Congressional District, a Texas and slavery man was elected to Congress.

We ask any candid abolitionist if this is not solemnly true? We ask him also how can countenance a party with such professions and such practices? If you are a slavery man, go it—you can’t improve much by joining in open day and above board, the regular Polk party.

Letter of Mr. Lawrence.

Two letters from Hon. Abbot Lawrence to Hon. Wm. C. Rives, of Virginia, have appeared lately, in the Boston papers. The first was upon the importance to Virginia of the adoption of a State policy and the carrying into effect measures of a nature calculated to strengthen the commonwealth from falling for behind the members of the Confederacy of greater national resources than Virginia. The second letter will be found on the first page of this paper; it relates to the subject of the proposed reduction of the Tariff. The arguments of Mr. Lawrence are eminently practical, and from his intimate acquaintance with commercial manufactures, will command respectful consideration.

His views in relation to Mr. Walker’s scheme as it will affect the currency of the country based upon incontrovertible facts. He shows that the effect of excessive importations in which alone the demands of the Government could be met with Mr. Walker’s 20 per cent scale of duties, would reduce the country to state of bankruptcy; while on the other hand if the importations should not be excessive, treasury would be bankrupt. We commend the letter to the thoughtful perusal of every citizen who has the independence to stand for himself and draw his own conclusions.

There is another idea of greater importance than all else. The more of foreign products imported (and Polk’s plan contemplates the least work there will be done by Americans. We, by this plan, become buyers rather than producers for ourselves. Every additional dollar paid to foreigners for the products of their labor, takes just so much from the pockets of the laborers of the U. States. Think of these things, ye laborers of America.

“We see it stated that the Congressional Meeting House in Albany, Orleans County, was recently burned—it having caught from ashes taken up and left in a wooden vessel. This incendiary is about as destructive as any we often hear from.

“Judge Preble came passenger from Derby by the Cambria.

TWENTY-NINTH CONGRESS.

SENATE. MONDAY, Feb. 16. The Oregon question was before the Senate at an early hour. Mr. Hannegan, of Ia., was called to the floor. He proceeded to defend the notice, but did not care in what form it was submitted. He appeared ready to vote for the Notice from the Committee on Foreign Relations, or for that submitted by Mr. Crittenden. The main object of Mr. Hannegan’s speech was to defend his Resolutions, which were of the most ultra stamp. The title was “Oregon,” and only to the whole of Oregon, and to something beyond the whole. A glowing description was given of the country, and Mr. Mangum, of N. C., was incidentally called upon by way of explanation. Mr. Mangum said that accounts were so conflicting that he had heard the country described at one time as most barren, and at another as fruitful enough to grow sugar and cotton.

Mr. Hannegan said that it was fit for the culture of cotton and sugar. For other purposes, he also urged it was useful.

HOUSE. Mr. Campbell of N. Y., presented several petitions, praying Congress to send several Postmasters to be elected by the People, or requiring that they should not be removed except for good cause.

A Resolution proposing the pre-payment of postage was introduced, and another looking to the transmission of news-papers free of postage.

Mr. Davis of Ky., offered a resolution, requiring the Committee of Ways and Means